THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) to (c) National Airports Authority has 7 airports in Andhra Pradesh, out of which 3 airports, namely, Cuddapah, Donakonda and Warrangal are not being used. There is a proposal to hand over these airports to the State Government for maintenance and use as airports.

Emergency landing of Boeing 747 at Bombay

3082. SHRI VIRENDRA KATARIA: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether an Air India Boeing 747 on Delhi-Paris Flight (A1-1/7) landed in Bombay in the recent past in full emergency measures, following failure of one of its engines;

(b) what was the reasons for this emergency landing inspite of all safety checks; and

(c) what measures are being taken to avoid such happenings?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) and (b) Air India Boeing 747 aircraft operatnig flight No. AI-147 from Delhi to Paris had made an emergency landing at Bombay on 27-2-94 as a result of damage to its No. 1 engine due to bird hit.

(c) Bird strike is a common aviation hazard all over the world and is difficult to prevent completely. However, International Airports Authority of India, Municipal Corporation of Delhi and Delhi Administration are already engaged in minimising the bird hazard at Delhi to the extent possible.

ITDC Officials/Employees charge-sheeted due to Theft and Fraud

3083. SHRI V. GOPALSAMY: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) the number of ITDC officials/employees charge-sheeted for alleged theft, fraud, dishonesty, etc. since January 1991;

(b) the details of each case, alongwith date of charge-sheet and also the details of the charge;

(c) whether any of them has since been suspended; if so, the details of each case;

(d) whether any departmental enquiry has been ordered into any of these cases;

(e) if so, when and the stage at which each departmental enquiry is presently pending; and

(f) what steps are being taken to streamline the Vigilance department of ITDC and to minimise frauds, thefts in ITDC?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) to (e) The information is given in the Annexure [See Appendix 170, Annexure No 64].

(f) The Vigilance Department of ITDC has been strengthened to detect cases and process them expeditiously.

The steps taken by ITDC to check/minimise thefts, fradus, etc. include installation of computorised cash registers billing machines) in the hotels exercising of strict supervision and control & taking disciplinary action against erring employees.

Guidelines for Operation of Airlines on non-economic routes

3084. SHRI SURESH KALMADI:
MISS SAROJ KHAPARDE:
SHRI MENTAY PADMANABHAM:

Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether it is fact that Government have issued guidelines on the 2nd March, 1994 making it mandatory for all scheduled airlines, including private airlines, to operate on non-economic routes;

(b) whether these guidelines also contain a code of conduct for the air industry;

(c) if so, what are the details of the guidelines; and

(d) by when these guidelines will come into force?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) With effect from 1-3-1994, guidelines have been issued on operaton of scheduled air transport services on different routes in the country.

(b) No, Sir. However, keeping in view the need for orderly development and exercise of self-discipline, members of the air transport industry have agreed to adopt voluntarily a code of conduct.

(c) and (d) Details of the guidelines issued on 1-3-1994 are at statement.

Statement

No. AV. 11012|2|94-A

Government of India

Ministry of Civil Aviation & Tourism

(Department of Civil Aviation)

'B' Block, Rajiv Gandhi Bhavan, Safdarjung Airport, Arbindo Marg, New Delhi-110003, dated 1-3-1994.

ORDER

...In exercise of the powers conferred by sub-rule (1A) of rule 134 of the Aircraft Rules, 1937, the Central Government, with a view to achieving better regulation of air transport services and taking into account the need for air transport services of different regions in the country, hereby dirert that every operator operating any srheduled air transport service within the country on any route specified in annex hereto, under category-I, shall be required to provide a minimum of scheduled air transport service on routes indicated in category-II and III in the Annex. For rendering the prescribed minimum service on routes in Category-II and III, an operator may at his option provide the service either by aircraft in his fleet or with aircraft in any other operator's fleet on mutually agreed terms. In the latter case, the arrangements shall have prior approval of the Director General of Civil Aviation.

Sd/-

(P. K. Banerji)

Joint Secretary to the Government of India.

Tele : 4610369.

Proivision of Service in Different Categories of Routes

CATEGORY-I

Routes connecting directly

Bombay—Bangalore
Bombay—Calcutta
Bombay—Delhi
Bombay—Hyderabad
Bombay—Madras
Bombay—Trivandrum
Calcutta—Delhi
Calcutta—Bangalore
Calcutta—Madras
Delhi—Bangalore
Delhi—Hyderabad
Delhi—Madras

CATEGORY—II

Routes connecting stations in North-Eastern region, Jammu & Kahmir, Andaman & Nicobar and Lakshadweep.

CATEGORY—III

Routes other than those in Category—I and Category—II

Any one who operates scheduled air transport service on one or more of the routes under Category-I, shall be required to provide such service in Categories—II & III as indicated below:—

The opeator will deploy on routes in Category-II at least 10 per cent of the capacity he deploys on routes in Category—I and of the capacity thus required to be deployed on Category-II routes, at least 10 per cent would be deployed on services or segments thereof operated exclusively within the North-Eastern region, Jammu & Kashmir, Andaman & Nicobar and Lakshadweep.

The operator will deploy on routes in Category—III, at least 50 per cent of the capacity, he deploys on routes in Categoy-I.

Note 1 : A service operated on a Category-I route as a part of international air service will not be reckoned for the above purpose.

Note 2 : Capacity deployed will be reckoned in Available Seat Kilometres. (ASKM).

Note 3 : On multiple sector routes like Delhi-Calcutta- Guwahati-Imphal, the capacity provided on Delhi-Calcutta sector will count towards Category-I, that provided on Calcutta-Guwahati sector will count towards Category-II and the Capacity on Guwahati-Impsal sector will count towards service exclusively within Category-II.

Development and growth of private Airlines Industry

3085. SHRI SURESH KALMADI: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether it is a fact that the PHD Chamber of Commerce and Industry has submitted a 10 point strategy for development and growth of the private airlines industry in the country;

(b) if so, what are the details thereof, and

(c) what is Government's reaction thereto?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) Yes, Sir.

(b) Some of the important suggestions made by the Chamber are as follows:—

(i) Making available repair and maintenance facilities of Indian Airlines to Air Taxi Operators.

(ii) Upgradation of services being provided to Air Taxi Operators by International Airports Authority of India and National Airports Authority.

(iii) Change in the orientation of the two airport Authorities.

(iv) Indian Airlines should provide ground handling facilities to Air Taxi Operators.

(v) Reduction in the Price of Aviation Turbine Fuel.

(vi) Removal/reduction in Inland Air Travel Tax.

(vii) Indian Airlines should sign an interline agreement with private carriers.

(viii) Review of cancellation rules of Indian Airlines.

(ix) Air taxi operators should be allowed to undertake international charter flights and NRIs should be allowed to travel on international charter flights.

(x) Fares should not be regulated.

(xi) State Governments should be prevailed upon to provide basic facilities at smaller airfields.

(c) The aforesaid suggestions have been noted.

Per capita expenditure on tourism

3086. SHRI BRAHMADEO ANAND PASWAN: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) what is per capita national expense on tourism:

(b) what is per capita Statewise expense on tourism in Goa, Haryana and Bihar;

(c) since when discrepancy if any, is existing; and

(d) when Government will remove this discrepancy and pay backlog to Bihar?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) and (b) Based on the population estimates for 1991, the per-capita plan allocation for tourism development at the national level was Rs. 2.09 during 1992-93. The similar estimates in respect of Goa, Haryana and Bihar were Rs. 25.36, Rs. 1.55 and Rs. 0.60 respectively. The budget allocation for the development of tourism is however not being made on the basis of population.

(c) and (d) The development of tourism is primarily the responsibility of the